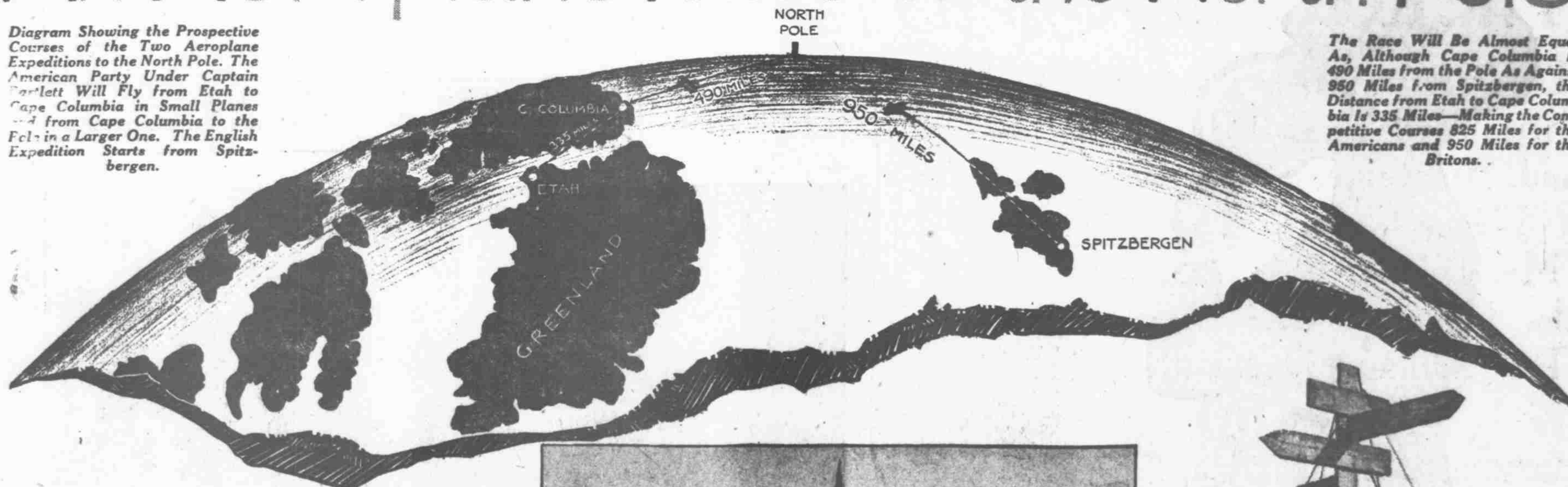


An Aeroplane Race to the North Pole

Diagram Showing the Prospective Courses of the Two Aeroplane Expeditions to the North Pole. The American Party Under Captain Bartlett Will Fly from Etah to Cape Columbia in Small Planes and from Cape Columbia to the Pole in a Larger One. The English Expedition Starts from Spitzbergen.



The Race Will Be Almost Equal As, Although Cape Columbia Is 490 Miles from the Pole As Against 950 Miles from Spitzbergen, the Distance from Etah to Cape Columbia Is 335 Miles—Making the Competitive Courses 825 Miles for the Americans and 950 Miles for the Britons.

How Captain Bartlett,
American Explorer, and
Captain Jones, Briton,
Plan to Re-
Conquer
from the Air
for Science
the Long
Sought for
and Only Just
Touched
"Farthest
North"

CAPTAIN ROBERT BARTLETT'S aeroplane flight to the North Pole—a project being financed by the Aero Club of America—has so excited the interest of famous explorers and aviators, both here and abroad, that a competitor has been drawn into the field in the person of Captain Salisbury Jones, of the British Northern Exploration Company.

With the United States represented by Captain Bartlett, and Great Britain by Jones, the air voyage to the pole develops into a race of international interest, with a distinct sporting aspect and with special appeal to the national pride of the two respective countries.

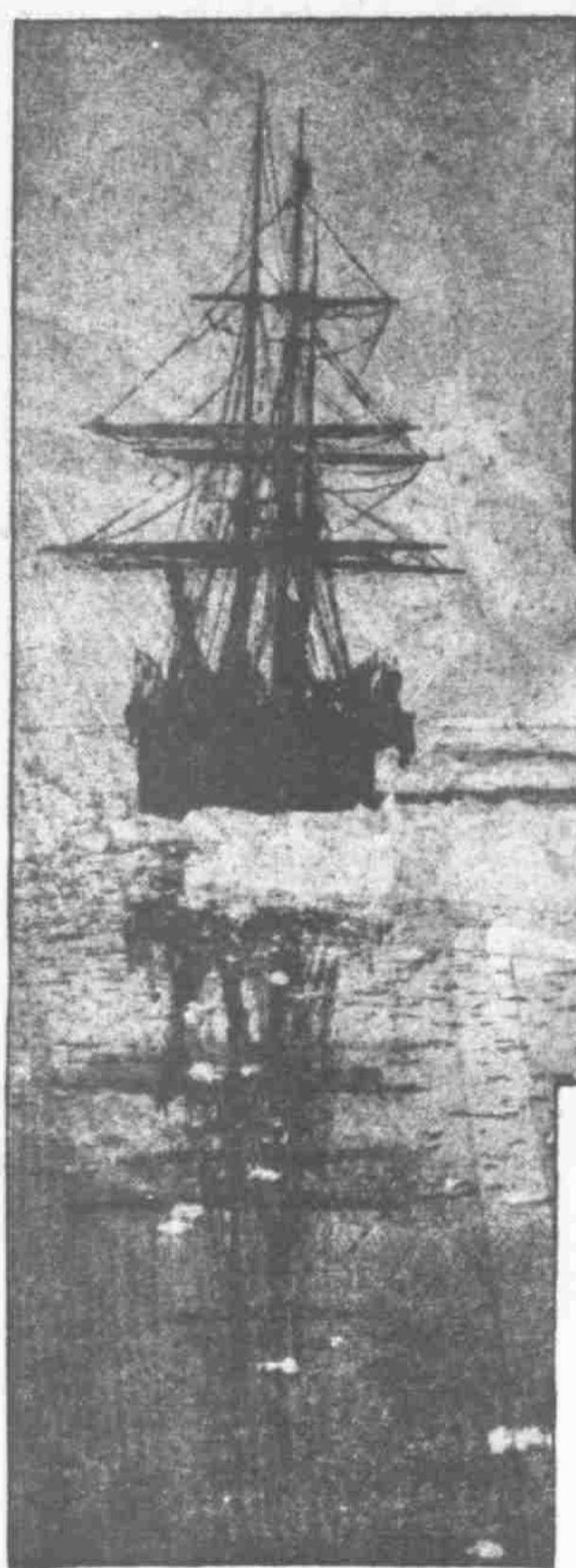
Making the first descent from the air at this coveted point, appeared in December certain of achievement by Captain Bartlett, thus assuring to the United States the double honor of discovery by sea and from the air.

But which of these two intrepid explorers will be the first to divide honors with Admiral Robert E. Peary is now a matter of greatest uncertainty. As yet reports from Great Britain on this subject are meagre. Outside of the fact that Jones will fly from Spitzbergen there has been no other information divulged. No doubt secrecy is being maintained, with the idea that he who is forewarned is forearmed.

The British Northern Exploration Company will doubtless make use of the big Handley-Page type of machine for the flight. The first successful trip from England to India was recently accomplished in one of these machines. Announcement of this fact was made officially by the Air Ministry on January 16.

Just how great the cruising radius of this aeroplane may be is not known with any degree of certainty, but in any event it need not exceed fifteen hours for polar work. Spitzbergen lies about 450 miles off the Norwegian coast, so, crediting one of these craft with a speed of from 90 to 100 miles an hour, it may readily be seen that a sizeable surplus of gasoline could be transported and stored on the island.

It might take some time to accumulate an appreciable reserve, since it would necessitate frequent round trips from the Norwegian mainland, but it would hardly



The Only Photograph Ever Taken of the North Pole. This Remarkable and Naturally Unique Picture Was Photographed by Admiral Peary When He Reached the Pole on April 7, 1909. The Five Figures Are the Four Eskimos and Henson, Who Accompanied Him. The Stars and Stripes Are Draped Over the Snow and Ice Mound Reared As a Commemorative Cairn. Photograph from "The North Pole; Its Discovery in 1909," by Admiral Peary. Published by Frederick A. Stokes Company, New York. Copyright 1909 and 1910 by Robert E. Peary. Copyright 1910 by Frederick A. Stokes Co.



The Permanent Monument Erected at Cape Columbia to Mark the Point of Departure and Return of Admiral Peary's Successful North Pole Sledge Party. From This Point the Second Lap of the American Aerial Expedition Will Begin. Photograph from "The North Pole; Its Discovery in 1909," by Admiral Peary. Published by Frederick A. Stokes Company, New York. Copyright 1909 and 1910 by Robert E. Peary. Copyright 1910 by Frederick A. Stokes Co.

Arctic Exploration Ships "Diana" and "Nova Zembla" Caught in Forming Ice and Destined to Remain Fixed for Many Months—a Handicap Which the Aeroplane Entirely Overcomes.

tance to travel as Jones, who will start from Spitzbergen.

Captain Bartlett will have the same advantages in setting up fuel stations on the ice pack, and because of his planning to take along smaller auxiliary planes for this purpose he will be able to expedite the work and save the wear and tear on the larger machine.

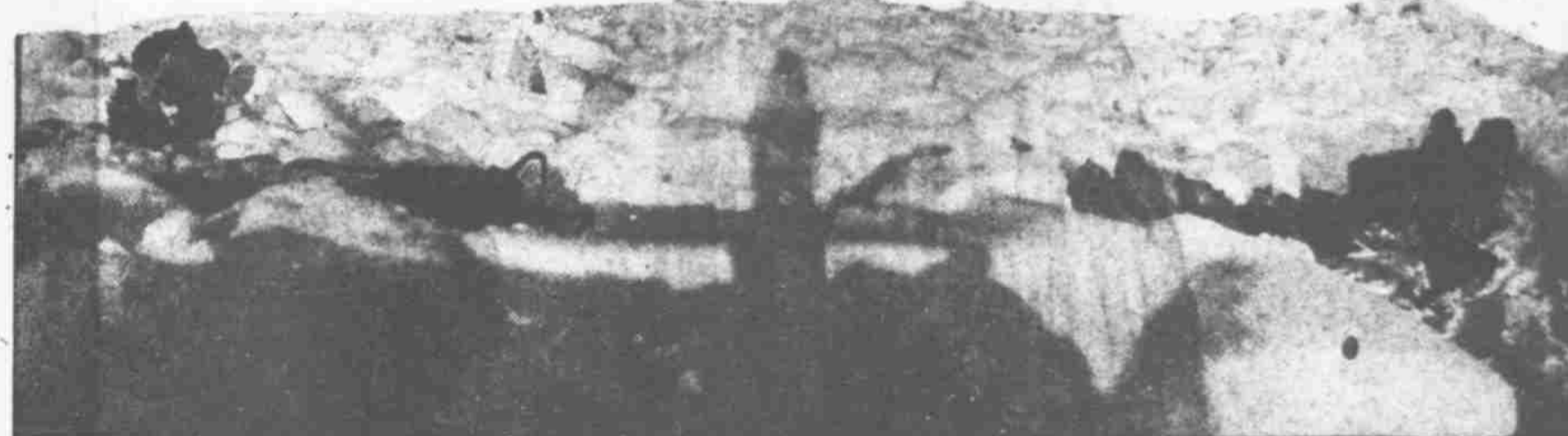
The project of the Aero Club of America, however, is no mere spectacular undertaking, with no other end in view than the mere reaching of the Pole by the air route. After the Pole is touched the machine will not be turned back, but will keep straight on across the Arctic basin to Cape Chelyuskin on the Siberian coast, a total distance of about 1,400 miles from Cape Columbia. The Bartlett party will no doubt remain in the polar regions for several years carrying on scientific investigations.

Commenting on his plans, Captain Bartlett said:

"We want to map out that territory from the Arctic map which is marked 'unexplored.' We ought to take three years to make a thorough job of it and it can't be done in much less than two. There is a tremendous amount of territory in this region of which we know little except what we hear of from whalers and a great vast expanse of which we know nothing at all. With machines and money and men we can remain in this region and find out just what is there.

"We shall set up a base at Cape Columbia, then fly across the pole to Cape Chelyuskin and later establish a third at Wrangel Island near the Bering Straits. With these three bases a triangle would be formed which would include most of the unexplored region. Then with our big flying boat and smaller

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Photograph Illustrating Another Handicap of Polar Exploration Done Away with by the Aeroplane. A. Fiala, the Famous Explorer, Passing Over Arctic Ice Wastes with Dog Teams. Copyright 1906 by A. Fiala.

scout planes and dog sledges we could thoroughly cover this whole section lying within the boundaries of the triangle."

Further details are supplied by Alan R. Hawley, president of the Aero Club of America in the following statement:

"It is most amazing to find that for a period of the year in the Arctic regions the weather is not as cold as it is in New York during the months of October and November, and that the plan to fly across the top of the earth would be a comparatively easy thing to do.

"There are six weeks of fair weather in July and August when even in the Polar regions it is seldom lower than sixty degrees above zero. The plans are to have a ship go to Etah in June, when the ice is sufficiently broken up to permit the vessel to cross to Melville Bay. The ships would carry a large seaplane for the flight across the top of the earth and for exploration of the unexplored polar regions, as well as smaller planes for scouting flights.

"Immediately upon arriving at Etah, a base would be established and, while waiting for the ice to break up further north to permit the ship to go as far north as Cape Columbia, the small planes would fly to Cape Columbia and establish a base there for the large plane.

"For the six weeks after the middle of July, when the weather conditions are best for flying in the polar regions, the

large plane as well as the small planes will be put into service and the important work of the expedition will be done.

"Results of inestimable value to the United States and to science will surely be obtained from this expedition. There is no doubt whatever that this expedition can survey, explore and photograph the unexplored parts of the Arctic and establish the existence or non-existence of land or lands in that region. The upper air and the bottom of the ocean basin will be explored.

"The North Pole has been discovered of course by Admiral Peary, but the major part of the work remains to be done.

"Both Admiral Peary and Captain Bartlett want to do a great deal of scientific research in the polar basin, which covers one million square miles, and they will have a laboratory on board the flying boat where the flora and fauna from the ocean bottom will be kept until the machine returns to its base. Little or no data has been obtained from the polar basin. No meteorological surveys have been made."

The plan of reaching "Farthest North" by means of aeroplanes was conceived by Rear Admiral Robert E. Peary, and ever since he returned from his successful trip to the pole he has been devoting a great deal of his time and thought to the subject. He proposed the plan over two years ago to the Aero

Club of America and this organization has fostered the idea and appointed a committee to investigate the scheme thoroughly. These men were: Rear Admiral Peary, Alan R. Hawley, Henry A. Wise Wood, Henry Woodhouse, Rear Admiral Bradley A. Fiske, John Hays Hammond, Rear Admiral William N. Little, Professor Charles L. Poor, Colonel E. Lester Jones, U. S. A., Major Cushman A. Rice, U. S. A., and Augustus Post.

The project will be known as the Roosevelt memorial expedition, which the officers of the club explain is fitting that this tribute be paid the former President, as it was he who gave Rear Admiral Peary leave of absence to head the expedition which discovered the pole. Colonel Roosevelt was also one of the first patrons of aeronautics. Any land that is discovered will be named "Roosevelt Land."

The cost of the expedition, which will be about \$250,000, will be defrayed by the club, and this amount has already been subscribed by various members.

At the present writing no information can be had as to the type of machine, its size, horsepower, or the number of men who will accompany Captain Bartlett. It is said, however, that a flying boat will be used instead of a land machine. It has been determined that this type will afford greater utility since during the months when flying conditions are favorable there is a great amount of open water and landing can be made with greater safety with the hydroaeroplanes design.